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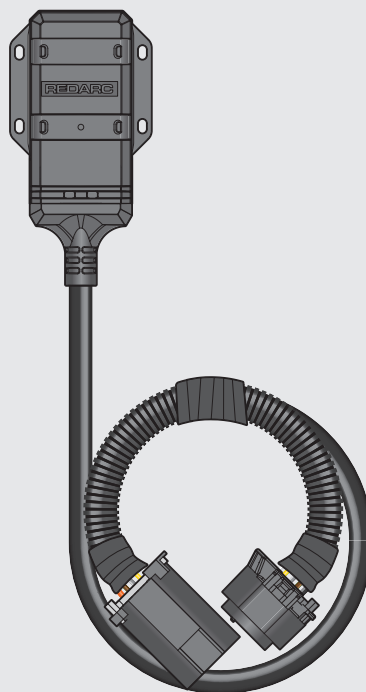
**INSTALL GUIDE**

# **TOW-PRO LINK™**

Electric Trailer Brake Controller Main Unit

**MODELS:**

- **EBRHX-MU-NA**



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## LOOKING FOR MORE INFORMATION?

This Install Guide includes safety information and installation instructions relating to the Tow-Pro Link **Main Unit only** (EBRHX-MU-NA). For installation instructions for your Remote, refer to the Install Guide supplied with the Remote.

For operation instructions, refer to the User Manual.



For the latest version of this document and any available translations, visit the REDARC website:  
[www.redarcelectronics.com](http://www.redarcelectronics.com)

# WARNINGS AND SAFETY INSTRUCTIONS

**SAVE THESE INSTRUCTIONS** — This manual contains important safety instructions.

Do not operate the product unless you have read and understood this manual. REDARC recommends that the products referenced in this manual be installed by a suitably qualified person.

**Disclaimer:** REDARC accepts no liability for any injury, loss or property damage which may occur from the improper or unsafe installation or use of its products.

## SAFETY MESSAGE CONVENTIONS

Safety messages in this manual include a signal word to indicate the level of the hazard as follows:

**▲ WARNING:** Indicates a potentially hazardous situation which could result in death or serious injury to the operator or to bystanders.

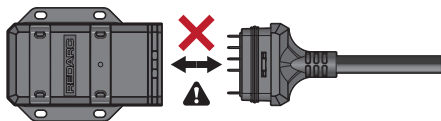
**▲ CAUTION:** Indicates a potentially hazardous situation which may result in moderate or minor injury to the operator or to bystanders.

**NOTICE:** Indicates a situation that may cause equipment damage.

### ▲ WARNING

1. **RISK OF EXPLOSIVE GASES:** Working in vicinity of a Lead-Acid battery is dangerous. Batteries generate explosive gases during normal operation. For this reason, it is of utmost importance that you follow the instructions when installing and the Tow-Pro Main Unit.
2. **NEVER** smoke or allow a spark or flame in vicinity of battery or engine, this may cause the battery to explode.
3. Before installing the Tow-Pro Main Unit, isolate all batteries connected to the vehicle. There is a risk of personal injury and damage to the vehicle and batteries.
4. All installation components (wiring and parts) must be suitably rated to supply the required current to simultaneously operate the trailer electric brakes and stop lamps. Failure to do so may result in reduced or total loss of trailer braking.
5. Any attempt to disassemble/reassemble the Tow-Pro Link, or make unapproved repairs or modifications will void the warranty and the user's authority to operate the Tow-Pro Link.

Do not attempt to disconnect the cable from the Main Unit; this connection is permanent and will damage the unit irreparably and will void the warranty if it is disconnected.



### ▲ CAUTION

6. The system should not be used by persons under the age of 18, or those with reduced physical, sensory or mental capabilities or lack of experience and knowledge.
7. Tow-Pro Link Main Unit must be mounted firmly so that it cannot move when travelling. Movement of the Main Unit will affect calibration, causing inaccurate braking-force measurement and incorrect trailer braking.
8. It is the installers responsibility to ensure that the Tow-Pro installation complies with local Federal and State laws related to trailer weights and brake controllers.
9. Do not route cables over hot surfaces or sharp objects, near the fuel system or brake lines, or over/through parts of the vehicle that move during operation or maintenance.
10. The Tow-Pro Link does not act as a trailer lights voltage converter. If the trailer brake lights operate on a different voltage, damage to the vehicle, trailer and/or Tow-Pro Link and associated wiring may result. This may also result in reduced or total loss of trailer braking.

### NOTICE

11. Ensure that a suitable grounding point is used. Vehicles often have ungrounded metal reinforcements under the dash and ungrounded chassis. These points are not suitable grounds. Bad grounding of the unit will result in poor or no operation.

### PERSONAL SAFETY PRECAUTIONS:

To assist with the safe installation of the Tow-Pro:

- a. Wear complete eye protection and clothing protection. Avoid touching eyes while working near a battery.
- b. If battery acid contacts your skin or clothing, remove the affected clothing and wash the affected area of your skin immediately with soap and water. If battery acid enters your eye, immediately flood the eye with running cold water for at least 10 minutes and seek medical assistance immediately.
- c. Use Personal Protective Equipment (PPE). Wear complete eye protection and clothing protection, especially when operating power tools.

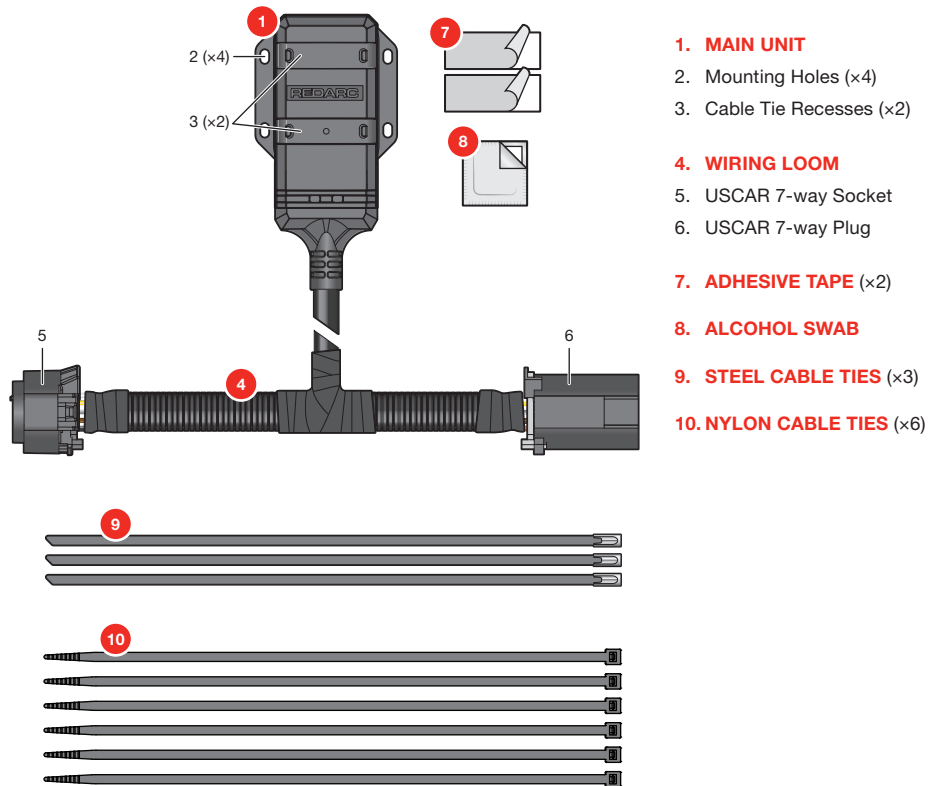


## OVERVIEW

The EBRHX-MU-NA Main Unit wirelessly connects to the Tow-Pro Link Remote.

It has a standard USCAR 7-way connector for simple plug-and-play installation to most vehicles.

## PARTS



# INSTALLATION — MOUNTING

**⚠ CAUTION:** Tow-Pro Link Main Unit must be mounted firmly so that it cannot move when travelling. Movement of the Main Unit will cause inaccurate braking-force measurement and incorrect trailer braking.

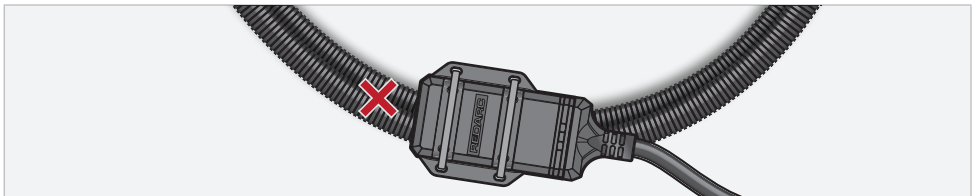
**NOTICE:** Do NOT modify the plastic housing or mounting holes in any way. Modification to the unit will void the warranty.

## MOUNTING CHECKLIST — BEFORE YOU BEGIN

The Tow-Pro Link Main Unit is intended to be mounted near the trailer socket, however it can be mounted anywhere on the vehicle provided it meets the below criteria. If it is mounted a long way from the trailer plug, a trailer harness extension cable may need to be added.

The Main Unit should only be mounted and operated in a location that meets the following criteria:

- ☐ **ORIENTATION** — The Main Unit can be mounted in any orientation except with the cable facing upwards.
- ☐ **FLAT** — Only mount on a flat surface. Do not mount on a curved or uneven surface.
- ☐ **PROTECTED** — Mount in an area that is not subject to flying road debris; as a guide, mount near the centreline of the vehicle where it's typically more protected than the area behind the wheels.
  - Do not mount at or below the departure angle of the vehicle, or anywhere that shows evidence of excessive wear. This usually includes surfaces that face directly backwards from the vehicle.
  - Do not mount in the exposed rear impact/crumple zone.
  - Do not mount directly behind wheels or mud-flaps.
- ☐ **SECURE** — The Main Unit must be mounted using all four mounting points — Do not mount using only adhesive tape. See '[Mounting with Fasteners](#)' (page 8) or '[Mounting with Cable Ties](#)' (page 6) for detailed information on how to safely mount the Main Unit using your chosen mounting method.
- ☐ **FIXED** — The Main Unit must be mounted in a fixed location so that it **cannot move or change orientation during operation**. Movement of the unit will affect system calibration and braking amplitude.
- ☐ **CLEARANCE** — Make sure the Main Unit is not mounted in a tight location that causes the cable to be bent sharply. Make sure the Main Unit is not installed where it is exposed to heat from the exhaust/tail pipe or muffler.
- ☐ **STRUCTURAL** — Mount to fixed panels only. Do not mount on any movable panels, cables or wiring looms, exhaust brackets, exhaust hangers or any other part of the exhaust system.



# MOUNTING WITH CABLE TIES

## MOUNTING STEPS

1. Confirm that your chosen mounting location meets all criteria listed in 'Mounting Checklist — Before You Begin' (page 5).
2. Inspect the mounting surface; if there is flaking paint, clean it away with a wire brush to prepare the surface.
3. Make sure the Main Unit is clean and dry — carefully clean off any grease or dust using the supplied Alcohol Swab.
4. Using the same Alcohol Swab, wipe the mounting surface clean to prepare it for the Adhesive Tape.
5. Peel the backing paper off of one side of the Foam Adhesive Tape, then position it carefully within the marked area on the back of the Main Unit. Press firmly all over to ensure good adhesion. Repeat with the second piece of tape.
6. Peel the backing paper off both pieces of tape.
7. Carefully position the Main Unit in its final position then press-and-hold, applying pressure firmly all over for 30 seconds to ensure good adhesion.
8. Slide Cable Ties (300 mm / 12") through the mounting holes and around the mounting bar/structure. Firmly tighten the cable ties until the Main Unit can not move. Movement of the Main Unit will affect system calibration.

**⚠ CAUTION:** Do not use the Nylon Cable Ties to mount the Main Unit if the mounting location is in an area exposed to any flying road debris which can cause the Cable Ties to break. This may result in the Main Unit coming off during travel. In this case, use the Steel Cable Ties.

If mounting on the tow-bar beam/hitch Steel Cable Ties must be used.

9. Trim excess length off of the Cable Ties.

If you have used the Steel Cable Ties, leave enough length to fold the trimmed end tightly twice to tension the cable tie and prevent exposure of the trimmed end which may be sharp.

